

The China Mail.

Established February, 1845.

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號十月正年五十八百八千一英

HONGKONG, SATURDAY, JANUARY 10, 1885.

日五廿月一十年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. AGAR, 11 & 12, Old Bailey, E.C. 4.
SHEPHERD & CO., 30, Cornhill, E.C. 4.
GORDON & GORDON, 10, Old Bailey, E.C. 4.
HENDY & CO., 37, Watlington, E.C. 4.
SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, E.C. 3.
PARIS AND EUROPE:—GALLIEN & FRIEDEL, 38, Rue Lafayette, Paris.
NEW YORK:—ANDREW WIND, 21, Park Row.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.:—SAYLE & CO., Singapore. C. HENNING & CO., Malacca.
CELEBES:—Messrs. A. A. DE MELO & CO., Sultan, Quilua & Co. Amoy, Wilson, Nicholas & Co. Poonchow, Hedon & Co. Shanghai, Lane, Crawford & Co., and Kelly & Walsh, Yokohama, Lane, Crawford & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: \$7,500,000
RESERVE FUND: \$4,400,000
RESERVE FOR EQUALIZATION: \$400,000
OF DIVIDENDS: \$57,500,000
RESERVE LIABILITY OF FUND: \$7,500,000
FRICTION: \$57,500,000

COURT OF DIRECTORS.
Chairman:—A. P. McEwen, Esq.
Deputy Chairman:—Hon. F. D. Sassoon.
O. D. BOTTOMLEY, Esq.
H. L. DALRYMPLE, Esq.
W. H. FORBES, Esq.
Hon. W. K. WICK.
A. McEwen, Esq.
M. E. Sassoon, Esq.

CHIEF MANAGER.
HONGKONG:—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI:—EVEN JACKSON, Esq.
LONDON:—BARNES, London and County Bank.

HONGKONG.

ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BELLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON,
Chief Manager,
Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 5; Saturdays, 10 to 1.
 - 2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.
 - 3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.
 - 4.—Deposits may be on behalf of relations, or trusts, &c., in addition to the depositor's own account.
 - 5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with the stamps the depositor will be credited one dollar.
 - 6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
 - 7.—Deposits may be forwarded from the Post by means of clean Hongkong Postage stamps of any value.
 - 8.—Interest at the rate of 5 per cent. per annum will be allowed to depositors on their daily balances.
 - 9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
 - 10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally correspondence as to the business of the Bank will, if marked On Hongkong Savings' Bank Business, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.
 - 11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
 - 12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.
- For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, April 25, 1884. 710

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, April 25, 1884. 710

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Act 1862, to 1883.)

LONDON BANKERS:
UNION BANK OF LONDON, LD.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "
Current Accounts kept on Terms which may be learnt on application.
J. MELVILLE MATSON,
Manager,
Hongkong, September 16, 1884. 1556

Notices of Firms.

NOTICE.

OWING to the DISSOLUTION of the Firm of HUGHES & LEGG, I will continue the BUSINESS of SHARE and GENERAL BROKER and AUCTIONEER in my own Name from this date.
E. JONES HUGHES.
Hongkong, January 1, 1885. 9

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. FREDERICO DELANO HUTCH in our Firm in Hongkong, China and elsewhere CEASED on the 30th Jan. last.
RUSSELL & Co.
China, 1st January, 1885. 14

NOTICE.

THE PARTNERSHIP heretofore existing between the Undersigned CRASHE This Day by Mutual Consent, and with this Notice the Firm of HUGHES & LEGG IS DISSOLVED.
WILLIAM LEGG.
E. JONES HUGHES.
Hongkong, January 1, 1885. 12

NOTICE.

REFERRING to the Notice of the DISSOLUTION of the Firm of HUGHES & LEGG, I will continue the BUSINESS of SHARE and GENERAL BROKER in my own Name from this date.
WILLIAM LEGG.
Hongkong, January 1, 1885. 13

Intimations.

NOTICE.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

IN Accordance with Clauses 47 and 99 of the Company's Articles of Association, an EXTRAORDINARY MEETING of SHAREHOLDERS to be held at the HONGKONG HOTEL, is hereby Convened for TUESDAY, the 15th Instant, at 3 o'clock p.m., when a full attendance is requested.
By Order,
WILLIAM LEGG,
Acting Secretary.
Hongkong, January 2, 1885. 11

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON ASSURED WATER.

Have Removed from the BROADFIELD ARCADE to larger Premises 1, DUDDELL STREET.

Where they continue to Supply:
SODA WATER, LEMONADE, GINGERBREAD, RASPBERRY, &c., &c., &c.
At the same Moderate Charges.
D. K. GRIFFITH,
Proprietor.
Hongkong, July 28, 1884. 1246

VICTORIA HOTEL.

Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been most completely and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORVILLE and HING KEE, Proprietors.

Hongkong, September 15, 1884. 1569

WILLIAM DOLAN,

SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP, CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882. 250

For Sale.

NEW GOODS.

CHILDREN'S PAINT BOXES.

New MATHEMATICAL INSTRUMENTS.

PATENT GLASS CUTTERS.

NEW KNIFE-CLEANING MACHINE.

New CHAMPAGNE NIPPERS.

ROUGERS' POCKET KNIVES AND SCISSORS.

POST-OFFICE LETTER SCALES.

CHUBB'S LOCKS AND BOXES.

OPERA AND FIELD GLASSES.

LADIES' "WALDECK" WATER-PROOF CLOAKS.

LANE, CRAWFORD & Co.

Hongkong, January 7, 1885. 30

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

HATS.

A large assortment of Christy's Felt Hats, always in Stock in all the newest styles.

CLOTHING.

Two-cloths. Coatings. Trousers. Serges. Flannels.

SHIRTS.

Having completed our arrangements we can now make to order White Dress Shirts, equal to home manufacture.

HOSIERY, SCARFS, TIES, HANDKERCHIEFS,

BOOTS AND SHOES.

Hongkong, January 6, 1885. 33

EX STEAMSHIP GLENCOE.

LADIES' BLACK SPUN SILK JERSEYS.
LADIES' BLACK SILK JERSEY GLOVES.
LADIES' LIGHT COLOURED SILK JERSEY GLOVES.
BLACK SPANISH LACE FLOUNCE for Evening Dresses, 30 inches wide.
LADIES' BLACK LACE TRIMMED HOSE.
A few NOVELTIES in LADIES' EVENING SHOES.
BLACK AND COLOURED RUBBERS, all widths.
Best Quality EAU DE COLOGNE.

GENTLEMEN'S TENNIS SHOES, all sizes.
GENTLEMEN'S PRIMROSE AND WHITE KID GLOVES, 2 Buttons.
N.B.—The Primrose Kid Gloves for Gentlemen are a specialty for evening wear.
N.B.—In accordance with the usual custom our Store will be CLOSED on NEW YEAR'S DAY.
W. POWELL & Co.
Hongkong, December 20, 1884. 2191

Intimations.

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH), are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange, a certificate of the value of the Notes deposited.

Holders of Notes will be required to furnish to the LIQUIDATORS of the Bank, a schedule in duplicate, giving the date of Issue, Number and Amount of each Note produced.

Forms of Schedule may be had on application at the Office of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.

For the OFFICIAL LIQUIDATOR OF THE ORIENTAL BANK CORPORATION,
J. MELVILLE MATSON,
H. HOWARD TAYLOR.
Hongkong, August 2, 1884. 1285

CHINA SUGAR REFINING COMPANY, LIMITED.

DEBENTURE LOAN FOR \$140,000.

COUPONS for INTEREST falling due on 31st December, 1884, will be Paid on Presentation at the Office of the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, on and after that date.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, December 31, 1884. 17

NOTICE.

THE MITSU BISHI MAIL S.S. Co. having taken over the NAGASAKI DOCK, SHIP and ENGINEERING WORKS, are now prepared to Dock and Repair Vessels, at moderate terms.

The DOCK is one of the largest and best in the East, being 431 feet long and 59 feet broad, and having a depth of water on blocks at spring tides of 27 feet and up to 32 feet.

The SHOPS contain Machine-tools of all descriptions and compound Engines up to 1,600 horse-power. The heaviest class of work can be undertaken at the shortest notice.

Powerful lifting SHEARS are being erected.

For further Particulars, apply to
H. J. H. TRIPP,
Agent.
Hongkong, December 18, 1884. 2135

NOTICE.

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

To Let.

TO LET.

THE DWELLING HOUSE, No. 36, GARDEN ROAD. Possession from 1st January, 1885.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, December 23, 1884. 2164

TO LET.

'COLLEGE CHAMBERS' (late HOTEL DE L'UNIVERS), Single Rooms of SUITES of APARTMENTS.
Nos. 4 and 18, HOLLYWOOD ROAD.
No. 25B, PRAYA CENTRAL.
No. 44, GRAHAM STREET.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, December 24, 1884. 2165

STORAGE.

GOODS RECEIVED ON STORAGE in Commodious and well ventilated GODOWNS on his New Premises in DUDDELL STREET, next to the ORIENTAL BANK.

G. R. LAMBERT.
Hongkong, December 27, 1884. 2173

For Sale.

FOR SALE.

COURSE, DISTANCE, AND AVERAGE SPEED TABLES, FROM

LONDON, via THE SUZ CANAL, TO

INDIA, CHINA, JAPAN, &c., WITH

VARIOUS OTHER TABLES AND NOTES, BY

W. A. GULLAND.
To be obtained at the 'CHINA MAIL' OFFICE, Messrs. LANE, CRAWFORD & Co., FALCONER & Co.,
Hongkong, September 2, 1884. 1475

FOR SALE.

MINERVA—BRUNNEN.

DELICIOUS NATURAL MINERAL WATER in Cases of 96 Pints @.....\$7.00.
do. 48 Quarts @.....\$8.00.

Apply to
RUSSELL & Co.
Hongkong, November 10, 1884. 1897

FOR SALE.

BOROUGHES & WATTS' SOLID MARBONAT BILLYARD TABLE, Complete with COKE, POOL, PYRAMID, &c., BALLS, MARKING BOARD, RESTS, EXTRA COCKS, &c., &c.

Just arrived per Glenfalloch.
LANE, CRAWFORD & Co.
Hongkong, November 4, 1884. 1895

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 12th January, 1885, at 2 p.m., at his Sales Rooms, Queen's Road, —

AN ASSORTMENT OF CHINESE AND JAPANESE WARE, comprising:—

VASES, JARS, CARD DISHES, PLATES, BOWLS, INCENSE BURNERS, ENAMELLED WARE, GOLD AND SILVER INLAID BRONZES, EMBOSSMENTS, NYMPHS, &c., &c.

TERMS OF SALE.—As customary.
J. M. ARMSTRONG, Auctioneer.
Hongkong, January 8, 1885. 44

For Sale.

FOR SALE.

EXTRA FINE QUALITY FRENCH BUTTER, BRAND 'DUO DE NORMANDIE,' —THE OLDEST BUTTER

PACKING ESTABLISHMENT IN NORMANDY.

IN 1 lb. tins and Cases of 48 tins each. Sold in Quantities of not less than one dozen tins, at \$6 per Dozen.

Reduction made to Purchasers of one case and upwards.

G. K. LAMBERT, Sole Agent.
Hongkong, October 4, 1884. 1683

SEE WOO,

TAILOR, DRAPEL & OUTFITTER, No. 55, Queen's Road Central, Hongkong.

HAS NOW LANDING, FOR SALE: ALL KINDS of AUTUMN and WINTER WOOLLEN CLOTHS.

DAMASK, REP, and CRETONNES for Curtains and Covering Furniture.

CHRISTY'S 'Gentlemen's New Zephyr' Black, Drab, and Brown FELT HATS.

All Sorts of Fancy and Black SILK SCARVES, TIES, WHITE DRESS TIES.

WOOLLEN WRAPPERS, Coloured and White KID GLOVES.

WOOLLEN and MERINO UNDER SUITS and SOCKS.

White TABLE CLOTHS, NAPKINS, SILK & CAMBRIC HANDKERCHIEFS, and TOWELS.

Best KINDS of TOILET PERFUMES and SOAPS.

Dawson's BOOTS, SHOOTING BOOTS, SHOES and TENNIS SHOES, &c., &c.

AT LOW PRICES.
Hongkong, October 25, 1884. 1896

NOTICES TO CONSIGNEES.

SHIRE LINE OF STEAMERS.

FROM MIDDLESBROUGH, LONDON AND SINGAPORE.

THE Steamship *Broomfield*, RICHARD, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Warehouse No. 3, behind the premises known as 'Blue Buildings,' whence and/or from the Wharves or Bays delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.
Hongkong, January 9, 1885. 50

NOTICE TO CONSIGNEES.

FROM HAMBURG, LONDON AND SINGAPORE.

THE Steamship *Castello*, Captain CHANDLER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded on to JAPAN, unless notice to the contrary be given before Noon To-morrow, the 10th Instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th Inst., or they will not be recognised.

RUSSELL & Co., Agents.
Hongkong, January 9, 1885. 51

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arcton*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge will be at once landed and stored at Consignees' risk and expense.

Consignees are hereby informed that all Claims must be made immediately, as no will be entertained after the 18th Instant.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, January 5, 1885. 52

Shipping.

Steamers.

FOR SWATOW AND AMOY. The Steamship *Arcton*, Capt. MASON, will be despatched for the above Ports on SUNDAY, the 11th Instant, at Daylight.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, January 9, 1885. 46

FOR SWATOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *Deville*, Captain J. NEWTON, will be despatched for the above Ports on MONDAY, the 12th Inst., at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, January 9, 1885. 47

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI (DIRECT). (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Aja*, Captain RILEY, will be despatched as above on MONDAY, the 12th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, January 9, 1885. 45

STEAM TO BOMBAY VIA STRAITS. The P. & O. S. N. Co.'s Steamship *Zambesi*, Captain RILEY, will leave for the above place on MONDAY, 12th January, at 3 p.m.

A. MOYER, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, January 2, 1885. 16

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOCHOOW.

The Co.'s Steamship *Thales*, Captain POCOCK, will be despatched for the above Ports on TUESDAY, the 13th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, January 9, 1885

For Sale.

FOR SALE.

FAIRBANKS' SCALES.

DEVOE'S NONPAREIL KEROSENE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

AN INVOICE OF PARLOUR and COOKING STOVES.

EX LATE ARRIVALS.

CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
1885. GRAVES.
BREAKFAST CLARET, " "
SACONNE'S MANZANILLA & AMON-
TILLADO.
SACONNE'S OLD INVALID PORT
(1849).
HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.
COGNAC'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PRAT & CO.'S VERMOUTH.
HARRIS'S WHISKY.
MARSALA.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.

BASS'S ALE, bottled by CAMERON and
SANDNESS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

MILNER'S PATENT FIRE-PROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Sole Agents for
MESSRS. TURNBULL, JENR, AND
SOMERVILLE'S
MALTESE CIGARETTES.

MACLEWEN, FRICKEL & CO.
Hongkong, January 8, 1885.

FOR SALE.
JULES MUMM & CO.'S
CHAMPAGNE.
Quarts,\$20 per Case of 1 doz.
Pints,\$21 " " 2 "

Dubois Frères & Co. of Gerson & Co.'s
BORDEAUX CLARETS and
WHITE WINES.
Bartlett's Celebrated "Barley Bros"
WHISKY,\$7 1/2 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884.

NOW PUBLISHED.
BUDDHISM: ITS HISTORICAL,
THEORETICAL and POPULAR
ASPECTS,
BY
ERNEST J. EITEL, Ph.D., TUBING.
THIRD EDITION.
REVISED, with ADDITIONS.
Price,\$1.50.
LANE, CRAWFORD & Co.
Hongkong, August 20, 1884.

NOW ON SALE.
A CHINESE DICTIONARY
IN THE
CANTONESE DIALECT,
BY
DR. E. J. EITEL.
CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.
Part I. A-M,\$2.50
Part II. K-M,\$2.50
Part III. N-T,\$2.50
Part IV. T-Y,\$2.50

A Reduction of ten per cent. will be
allowed to purchasers of ten or more copies.

This Standard Work on the Chinese Lan-
guage, constructed on the basis of Kangxi's
Imperial Dictionary, contains all Chinese
characters in practical use, and while alpha-
betically arranged according to the sounds of
the oldest dialect of China, the Can-
tonese, it gives also the Mandarin pro-
nunciation of all characters explained in
the book, so that its usefulness is by no means
confined to the Cantonese Dialect, but the
work is a practically complete Thesaurus of
the whole Written Language of China, an-
cient and modern, as used over the
Empire, whilst its introductory chapters
serve the purpose of a philological guide
to the student.

A Supplement, arranged for being bound
and used by itself, and containing a List
of the Radicals, an Index, and a List of
Surnames, will be published and sold
separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1885.

NOW READY.
A COMPLETE REPRINT, in Pamphlet
Form, of the proceedings in the
RECENT LIBEL CASE of
REGINA V. PITMAN,
containing the whole of the Proceedings at
the Police Court, full report of the trial in
Criminal Sessions, with connected Cor-
respondence and comments of the Press.
To which is now added a Report of the
Case of
PITMAN V. KESWICK
AND OTHERS.
Price per Copy,50 CENTS.
Chinese Mail Office.

Entertainment.

CITY HALL,
HONGKONG.
MONSIEUR SAUVLET
has the honour to announce that
he will give
A GRAND CONCERT
in the
ST. ANDREW'S HALL,
CITY HALL,
on
THURSDAY EVENING,
the 22nd Instant,
when he will be kindly assisted by
LADIES & GENTLEMEN AMATEURS.

Full Particulars will be shortly announced.
ADMISSION—TWO DOLLARS.

Doors open at 8.30, to commence at 9 p.m.

A Plan of the Theatre may be seen and
Seats Reserved at Messrs. LANE, CRAWFORD
& Co.'s.
Hongkong, January 9, 1885.

THE GAIETY COMPANY.
Sole Proprietor, Geo. NORVILLE.
FROM
THE THEATRE ROYAL, CALCUTTA;
THE GAIETY THEATRE, BOMBAY.

Patrons:
T. R. H. THE DUKE and DUCHESS
of Cornwall,
His Excellency THE MARQUIS of Ripon,
His Excellency SIR JAMES FERGUSON,
&c., &c.

WILL IF POSSIBLE GIVE
TWO PERFORMANCES,
on-nights, for Shanghai.

THE FIRST PERFORMANCE,
will be
GILBERT'S CLASSICAL COMEDY,
entitled
PYGMALION & GALATEA.

AT THE
SECOND PERFORMANCE,
will be presented
A HUSBAND IN CLOVER,
And the
ORIENTAL BURLESQUE
BROWN & THE BRAHMS.

Full Particulars will be duly announced
on the arrival of the Company.

The Plan of the Theatre may be seen and
Seats secured at Messrs. KELLY & WALSH'S.
Hongkong, December 11, 1884.

TO-day's Advertisements.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship *Glendy* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Undersigned, whence and/or
from the Wharves or Boats delivery may be
obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given before
noon To-day, the 10th Instant.

Cargo remaining undelivered after the
10th Instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, January 10, 1885.

TO-day's Advertisements.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship *Glendy* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Undersigned, whence and/or
from the Wharves or Boats delivery may be
obtained.

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To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
GHANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)
The Co.'s Steamship
Admiral,
Capt. ANDERSON, will be
despatched as above TO-
MORROW, the 11th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 10, 1885.

FOR SHANGHAI.
(Taking Cargo & Passengers at through rates
for CHEFOO, HANKOW and Ports
on the YANGTZE.)
The Steamship
Glendy,
Capt. MACKINLAY, will be
despatched as above on
MONDAY, the 12th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, January 10, 1885.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, and TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
TOKIO* will be despatched for San
Francisco, via Yokohama and Honolulu,
on SATURDAY, the 17th Instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
despatched must be addressed to full; value
of same is required.

Consular Licenses to accompany Cargo
destined to ports beyond San Francisco
must be sent to the Company's Offices in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 60, Queen's Road Central,
F. E. FOSTER,
Agent.

Hongkong, January 10, 1885.

NOW READY.
PRICE, \$1.00.
COOPERATIVE CHINESE FAMILY LAW,
BY E. H. PARKER.
Can be obtained from KELLY & WALSH
at Shanghai and Hongkong, at LANE,
CRAWFORD & Co., Hongkong, and at the
Chinese Mail Office.

Vessels Advertised as Loading.

Destination. Vessels. Captain. Agents. Date of Leaving.

Bombay, via Straits. *Zambesi* (s). P. & O. S. N. Co. January 12, at 3 p.m.

Havre, &c., via Suez Canal. *Cassandra* (s). Lindemann. Simonson & Co. About January 10.

London, via Suez Canal. *Glennahoy* (s). Sommers. Jardine, Matheson & Co. About January 17.

London, &c., via Suez Canal. *Prashant* (s). J. C. Babot. P. & O. S. N. Co. January 20, at 4 p.m.

Marselles, &c., via Saigon. *Yangtze* (s). Messageries Maritimes. January 17, at noon.

Pandanan. *Ellen*. Anthony. Pacific Mail S. S. Co. January 17, at 3 p.m.

San Francisco, via Yokohama. *City of Tokio* (s). Russell & Co. Quick despatch.

Shanghai, via Amoy. *Western Monarch*. Russell & Co. Quick despatch.

Shanghai, via Amoy. *Admiral*. Butterfield & Swire. January 11, at daylight.

Shanghai, via Amoy. *Ajax* (s). MacKinnon. Jardine, Matheson & Co. January 12, at 4 p.m.

Singapore, Penang and Calcutta. *Arcton* (s). Jardine, Matheson & Co. January 17, at 3 p.m.

Singapore, Penang and Calcutta. *Arcton* (s). Jardine, Matheson & Co. January 17, at 3 p.m.

Swatow and Amoy. *Rory* (s). Russell & Co. Jan. 11, at daylight.

Swatow and Amoy. *Danube* (s). J. Newton. Yuen Fat Hong. Jan. 12, at daylight.

Swatow, Amoy and Foochow. *Thales* (s). Pocock. Douglas Laiprak & Co. Jan. 13, at daylight.

Singapore, Penang and Calcutta. *Arcton* (s). Jardine, Matheson & Co. January 17, at 3 p.m.

Yokohama and Higo. *Castello* (s). Chandler. Russell & Co. Quick despatch.

SHARE LIST.—QUOTATIONS. JAN. 10, 1885.

Stocks. No. of Shares. Value. Paid-up. Position PER LAST REPORT. Closing Quotations, Cash.

Hongkong and Shanghai Bank Corporation. 60,000. 125. 125. 4,400,000. 51,443. 122 1/2 prem. business.

North-China Insurance Company, Limited. 5,000. 24. 50. 50. 540,107. 210. 280 per share.

Yongtze Insurance Company, Limited. 8,000. 24. 50. 50. 540,107. 210. 280 per share.

Union Insurance Society Company, Limited. 2,000. 125. 125. 634,000. 496,329. 2400.

China Traders' Insurance Company, Limited. 24,000. 83. 30. 600,000. 167,381. 803.

Canton Insurance Office Company, Limited. 10,000. 25. 25. 105,000. 493,000. 874.

Chinese Insurance Company, Limited. 1,000. 1,000. 200. 28,711. 50. 35,153. 20.

Hongkong Fire Insurance Co., Limited. 250. 250. 50. 885,000. 235,231. 000. 360 cash, buyers.

China Fire Insurance Company, Limited. 20,000. 100. 20. 516,978. 189,978. 34.

HK. O. and M. Steamboat Co., Limited. 3,000. 100. 75. 213,000. 34,638. 108.

Indo-China S. N. Co., Ltd. 60,000 sh. issued. 15,387. 10. 10. 31,212. 25. 25 discount.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ALEXANDER BISSER, American barque, Capt.
John A. O'Brien.—Melchers & Co.

ALEXANDER MCNEIL, American ship;
Capt. G. W. David.—Melchers & Co.

ARLINGTON ARCAN, British steamer, Capt.
A. B. Macfarlane.—D. Sassoon, Sons & Co.

DANUBIUS, British steamer, Captain J.
Newton.—Yuen Fat Hong.

EDWARD L. MAYHEW, Amer. barque,
Capt. E. M. Knight.—Benardis & Co.

EDWARD ANNE, American barque, Capt.
J. T. Marry.—Adams, Bell & Co.

GOODALL, American barque, Capt. Wm.
B. Hagard.—Adams, Bell & Co.

HAMPSHIRE, British steamer, Captain A.
Child.—Adams, Bell & Co.

ISO, German barque, Captain G. Hockel-
mann.—Wilder & Co.

INVERURIE, American ship, Capt. J. S.
Fergusson.—Order.

MADRAS, Brit. steamer, Capt. H. Plenge
—Stemson & Co.

MINNE CANECHIE, British barque,
Capt. T. G. Taylor.—Master.

NICOLAUS THAYER, British steamer, Capt.
D. Maxwell.—Borneo Company, Limited.

NICOLAUS THAYER, Amer. barque, Capt.
Robert S. Crook.—Master.

PROFESSOR, British steamer, Captain G.
Hensley.—Arnhold, Karberg & Co.

SAMAR, American ship, Capt. Oliver O.
Jones.—Adams, Bell & Co.

SARAH HENNET, American ship, Capt. J.
Baas.—Arnhold, Karberg & Co.

SOULOU, British barque, Capt. J. Backin.
—Borneo Company, Ltd.

VELOCITY, British barque, Captain R.
Martin.—Pustan & Co.

SHIPPING.

ARRIVALS.
January 10, 1885.—

Achilles, British steamer, 1,825, C. An-
derson, Liverpool November 23, and Singa-
pore January 3, General.—BUTTERFIELD &
SWIRE.

Tunis, French steamer, 1,261, A. Paul,
Yokohama January 3, Mails and General.
—MESSAGERIES MARITIMES.

Glendy, British steamer, 1,373, D. O.
Mackinlay, London November 23, and
Singapore January 3, General.—JARDINE,
MATHESON & Co.

De Bay, British steamer, 1,083, J. J.
Lee, Shanghai January 6, General.—ADAM-
SON, BELL & Co.

Himalaya, British transport, 4,690, Capt.
H. Bury, Folkestone November 20, and
Singapore January 27, Mails and General.
—BUTTERFIELD & SWIRE.

De Bay, British steamer, 252, G. Wright,
Haiphong January 8, General.—A. R.
MARRY.

DEPARTURES.
January 10.—

For Amoy, at 9 a.m., on Sunday, the 11th
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inst.

PASSENGERS.

For *Admiral*, from Liverpool, &c., Capt.
Roberta, and 91 Chinese.

TELEGRAMS.

THE WAR IN THE SUDAN.

London, Jan. 9th.

A British force is marching upon Matammeh, near Shendi. Should there be a steamer there in readiness, direct communications with General Gordon may be opened up immediately.

LOCAL AND GENERAL.

Passed Canal.—Glencairn, *Peruvia*, and *Antenor*, Dec. 23; *Stentor*, Dec. 20.

The next French Mail, by the *M. M. Co's steamer Djinnah*, passed Cape St. James for this port on Wednesday, the 7th inst., at 8.45 p.m., and may be expected to arrive here on or about Sunday, the 11th inst.

The *S. S. Nigito Mori* left Singapore for this port on the 6th inst.

We note the arrival to-day, by the *M. M. S. S. Tana's*, of Mr J. W. Jameson from Keelung.

Mr Jameson went to Keelung a few weeks since, with several assistants and the necessary plant and material, to effect the necessary repairs to the steamer *Dora Tutty*, which was laid up at Keelung. The work, which included the fitting of new boiler tubes, was completed on Wednesday last, and on the following day the *Dora Tutty* left for Yokohama.

The Blue funnel steamer *Hector*, from Shanghai to Hongkong, was spoken by the *S. S. Tana's*, on the 9th inst., 16 miles off the Cape of Good Hope.

The *Hector* had broken her main shaft, and was proceeding under sail. Having a strong, favourable wind, she was making between five and six knots an hour, and hoped to be able to reach Hongkong without assistance. We hear that the steaming *Fame* left here this morning to render any assistance required.

The Japanese have not only created a nobility, but they apparently intend to provide this with an aristocracy with some means for maintaining its dignity. At any rate a Yokohama paper informs us that the members are to receive special grants of public land bonds to the amount of \$20,000 each for the maintenance of their positions and families. This may be an excellent provision for the nobles, but the whole matter seems to be a retrograde step, and a just cause of complaint for the taxpayers.

The cook and hawker who were arrested yesterday by Police Sergeant Mann in the act of landing about a thousand tons of prepared opium from the *S. S. Pusan*, were this morning brought up before Mr. Wise at the Police Court. The opium, which was worth some \$600, was confiscated, and the two worthy importers, who were doubtless acting in conjunction with some more substantial man, were sent to gaol to undergo three months' hard labour in default of paying up a thousand dollars between them.

This is one of the largest seizures of the drug which has occurred since the monopoly has been in the hands of the Government.

The chartered French transport *Chander-nagor*, with 1,000 troops of the Legion Etrangere, arrived at Singapore on the 27th December from Algiers, but had to anchor in the quarantine ground owing to some cases of sickness amongst the troops. The *Strait Times* says that two French soldiers deserted the same night from the *Chander-nagor*, while she was coaling at Tanjong Pagar wharf. As the transport was getting under weigh on the morning of the 28th, and when rounding New Harbour, a soldier also jumped into the water. The guard fired a shot, hitting the man in the arm, but he succeeded in swimming ashore. Two other soldiers immediately afterwards followed the example of their wounded comrade, and the sentry fired five shots at them. One of the men was seen above water after the shots, but the other had disappeared; either he had sunk or one of the shots had hit him.

Inspector Quincey effected a very smart capture, this morning, of a Celestial who was apparently about to put into circulation six dollars' worth of counterfeit coin. The Inspector was standing in the Queen's Road Central, when he saw a Chinaman coming along with a small parcel in his hand. The moment he sighted the detective officer, the man with the parcel stopped, turned round, and entered a house which happened to be a photographic studio. Smelling a rat, the Inspector followed the man into the house and overhauled his parcel, which he found to contain forty-eight 10 cent and six 20 cent pieces, all consisting of copper washed with silver. The culprit was brought before Mr. Wise this morning and sentenced to six months' hard labour.

The coins were very good imitations of the genuine article and bore the date of 1884. It is probable they have been brought from Fatsien, where it is well known there is an establishment on a large scale for manufacturing counterfeit coin and silver washing.

There are two routes across the desert, by taking either of which the British force advancing to rescue General Gordon will avoid going round the great bend of the Nile. The longer one of these starts from the point where the bend commences and goes straight across to Khartoum; the other starts from Ambakol, about thirty miles round the bend, and goes to Matammeh, which is on the river opposite Shendi. It appears from to-day's telegram that Gene-

ral Wolsey has chosen the latter route for his advance. When his troops have crossed the desert and arrived at Matammeh and Shendi they will still be about 100 miles lower down the river than Khartoum. As we know, however, General Gordon has a number of armed steamers at his disposal, and he has been in the habit of sending these vessels down the river to harass the enemy at Shendi, and even so far as Berber, which is 200 miles lower down the river than Khartoum. If the British troops have started from Ambakol on a march to Shendi, as stated in the telegram, they have a desert route of about 160 miles to traverse. When the neighbourhood of Shendi is reached there will probably be some heavy fighting, as the Mahdi will no doubt do what he can to check the advance of the British force before it effects a junction with General Gordon, either by land or water.

Mr Bruce Shophers's *Hongkong Almanac* for the present year, which has just been published by Messrs Kelly and Walsh, is, we observe, considerably increased in size. This is the second year of its publication, and the first edition consisted of 88 pages, whereas the present one contains about 130. It is entirely a work for local reference, the information given ranging from specially prepared calendars and astronomical tables for Hongkong, and a guide for business purposes, to wages and income tables. In its prefatory remarks for this edition, Mr Bruce Shophers says: "The interest taken in the previous edition of this publication has been the great inducement to the editor to endeavour to increase its usefulness by adding further subjects and information to the present edition. This additional information extends to a concise description of the Colony, its Population and Finances; the Chinese Calendar and the weights and measures used by the Chinese are also given, together with Wages and other useful Tables. The Tide Tables have been extended and the Meteorological observations recorded in the Colony have been averaged for the preceding 15 years, a work which, it is believed, has never before been undertaken. We note some errors in the business guide, owing to recent changes, but on the whole the work bears evidence of careful and even laborious compilation."

This foreman H. B. M.'s troopship *Himalaya*, Captain Palliser, arrived here with a number of naval and military relics. She left Portsmouth on the 20th November last with the naval men, and on the 22nd November, called in at Cork, where she embarked contingents for the Inniskillins, at present stationed at Singapore, and the Buffs, stationed here. The disembarkation of the military relics commenced here this afternoon, about three o'clock, the men being brought ashore in two of the Naval Yard launches, and landed at the Naval Yard jetty. After the men had received their kits, which were brought ashore in a lighter, they were drawn up in marching order, and proceeded to quarters provided for them in the Murray Barracks, the Band of the Regiment leading them and playing a number of lively airs on the way to the Barracks. Though the men are somewhat youthful in appearance, they seem to be well developed physically, and are mostly of a fairly good stature. The following are the names of the officers, and number of men who have arrived:—Major MacLear, 100; Lieut. Blackburn, Battenhall and Parry, and 185 non-commissioned officers and men for the Buffs; Lieut. Young, and 16 privates for the older battery of Royal Artillery; Quartermaster Sergeant Beaver, and 9 non-commissioned officers and men for the Royal Engineers; Surgeon Parker and three men for the Army Medical Department; and Quartermaster Sergeant Brown, Staff Clerk. There were also brought out by the *Himalaya*, Mrs Parker, and ten soldiers' wives and fifteen children.

The *Himalaya* also has on board 10 officers and 194 seamen, reliefs for H. B. M.'s ships on the station. These will not be transferred until Monday.

The *Himalaya* will leave shortly for home, with 120 time expired and invalided military officers and men, and also a number of time-expired naval officers and men. A home paper lately stated that the *Himalaya* would return home via the Cape of Good Hope.

Services of the Church of England FOR TO-MORROW.—JAN. SUNDAY.

After Epiphany.

8 a.m.—Parade Service, Morning Prayer and Sermon, Rev. O. Chesnut.

11 a.m.—Morning Prayer, Litany and Sermon, The Colonial Chaplain.

5.45 p.m.—Evening Prayer and Sermon, The Colonial Chaplain.

St. Peter's Church.

6 p.m.—Evening Prayer and Sermon, The Bishop.

St. Stephen's Church (all Services in Chinese).

11 a.m.—Morning Prayer, &c., Revs. J. H. Ott and Fong Yat San. P. Teacher, The Bishop.

6.30 p.m.—Evening Prayer and Sermon, Rev. J. H. Ott and Fong Yat San.

The following paragraph, taken from a New York exchange, will recall to the minds of our residents a crusade against the irregularities of certain U. S. Consular officials in China, in which this journal took part. The civil action referred to was taken against the official bond and sureties, and the ex-Consul appears to have made no defence to the suit. The result is as follows:—

A verdict was rendered in the United States Court at Cincinnati Nov. 24, in favor of the United States against David H. Bailey for \$39,900, fees collected by Bailey as Consul at Hongkong, China, and not accounted for. Bailey made no defence.

In four years, says a San Francisco paper, British Columbia has received 17,000 Chinese immigrants, and the total Chinese population of the Province, estimated on the basis of arrivals and departures, is placed at 20,000. This, however, is not allowing for the numerous escapes into the United States, which must have decreased the Chinese population of British Columbia considerably. But the colony is overstocked with Chinese, and unless it gets relief from the scourge it will speedily be in the same deplorable condition as a vineyard that is badly infested with phylloxera. One fourth of the business done in Victoria, the capital, is in Chinese hands.

COMPASSES, rendered visible at night by luminous paint, are being employed in the present Nile expedition for the first time in military operations. At the War Office this most recent application of science to military uses has met with warm encouragement. The tracklessness of the desert is well known, and it is believed the officers in charge of exploring and reconnoitering parties will derive immense assistance from these compasses, by which the indications of the needle can be ascertained in the darkest night. Experience has shown that luminous paint exposed to light during the day remains effective during the succeeding ten hours of darkness.

The *Nichi Nichi Shimbun* says:—"The steamships of the Kioydo Yuni Kaisha have been constructed, as the public are well aware, for use in war in accordance with the requirements of the Naval Department. In the case of all vessels chartered by the Government in connection with the Korean trouble, orders have been given for their being provided with rails for the movement of guns, and for their equipment in other details for the work in which they may be employed, but as yet no gun ports have been made in the hulls of the vessels. It may be noticed that she is pierced for two guns which will be carried on the main deck amidships, the deck of course being specially strengthened to this end. All that is necessary in her case, to receive on board, say, a couple of 17-calibre breech-loading Krupp, is laying down the gun slides, and dismantling the officers' cabins, on which the ports open. These steamers could, for a short run, easily carry two thousand troops."

ALLEGED ASSAULT.

George Stevens, a private in the Buffs, appeared on a charge of assaulting Li Chi, a shop keeper in the Central Market, on the 7th inst. According to complaint, the defendant had been in the shop No. 8 Central Market, and wanted to buy some carrots. He picked out ten and asked the price. Complainant said six cents, and defendant then put the carrots into a bag and handed it to a man who was with him, who was charged with the bag. Defendant then paid complainant three cents, which the latter declined and defendant then struck him a blow with his walking stick and also with his fist. He was not much hurt. He called a constable and gave defendant in charge. At the police station the constable paid the six cents.

Defendant stated that he asked complainant the price of the carrots and thought he said three cents. When complainant asked for six cents, he handed the carrots back but complainant would not take them. George Stevens, another private in the Buffs, gave evidence to seeing as he was passing the market a number of Chinese setting upon the defendant. He did not see the beginning of the row.

No further evidence was taken, his worship finding the defendant \$2.

ALLEGED LARCENY OF A WATCH AND CHAIN.

Chin Ahn, chair coolie, was charged with stealing a watch and chain, value about \$17, the property of one Edward Smith, on the 31st inst.

Rita Cordeiro, a single woman residing in R. ratio Street, said that she engaged the defendant and three other coolies to remove her furniture to another house. The watch and chain, which belonged to her nephew, aged sixteen, was in an armoire in her room while the furniture was being removed. After the removal she missed them. She did not know whether defendant had taken the articles, but one of the four coolies must have done so. The other three men could not be found.

There was no further evidence the defendant was discharged.

(Before A. G. Wise, Esq.)

SATURDAY, JAN. 10.

IMPORTANT SEIZURE OF OPIUM.

Su Aki, described as a hawker, and LUNG Ahn, a servant, were brought up charged with being in possession of about 100 lbs of prepared opium without a permit, on the 7th inst.

Acting Police Sergeant Mann, 89, boarded the steamer *Hankow* at 3 p.m. on the 7th, and upon searching the defendant's boxes found 110 lbs of opium in a cask concealed at the bottom of the boxes. The Sergeant first asked the defendant if he had any opium and he said he had not.

Defendant was fined \$150 and the opium confiscated.

CORRESPONDENCE.

THE P. & O. SUBSIDY.

To the Editor of the "CHINA MAIL."

10th Jan. 1885.

Sir,—I was glad to see, in your last night's paper, that the P. & O. had been notified of the threatened stoppage of the mail subsidy. The proposition is startling enough to any one who holds a stake in the Eastern trade, but it almost bewilders one who looks back to the time when mails here were few and far between.

The amazing advance that has been made in our postal facilities during the last fifteen years must not be forgotten, and I do not think that you, or any one else, has given sufficient prominence to this consideration. A part of the reason for the stoppage of money and not least in mind that you must always pay a good price for a good commodity—look at the acceleration of the mails, over and above their regularity. We often growl at the old P. & O., and too often there have been good grounds for complaint; but it is one of the clearest facts in the commercial history of this century that, once shaken up out of its lethargy, the P. & O. has made immense strides; she has now swept past all competitors, and she has now perhaps the finest mail fleet that ever sailed the seas. For size and speed her vessels could easily all rivals for years to come, because the ships which now perform the 11-knot voyages, possess the power to do the same distances at 12 knots an hour, and even faster, and she has now swept past all competitors, and she has now perhaps the finest mail fleet that ever sailed the seas.

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and found them to be all counterfeit; so, per- waded with silver.

Defendant stated that his friend gave him the coins to give to his clansman. He did not know who his clansman was. His witness had run away.

The witness said the defendant to prison for six months' hard labour.

Affairs in Formosa.

By the M. M. steamer *Tanai*, which arrived this morning from Yokohama and Keelung, we learn that the transport *Choloo* arrived at Keelung on Tuesday, the 6th inst., with reinforcements for Admiral Courbet consisting of 800 men of the "Zephyrus." These troops have been landed and quartered in the houses in the town vacated by the Chinese. Further reinforcements by the transport *Bienhoa* are expected to arrive within a few days, and it is not thought that any decisive action will be taken until after the arrival of these troops.

Keelung itself is in a very disturbed state and it is unsafe for a European to walk through the streets alone, particularly after dark. Fresh provisions are almost unobtainable; an egg costs a dollar and a fowl from four to five. Timed and salt meats are procurable, but at fully double the usual price. The health of the troops, which for some time has been extremely bad, is slightly improved, the weather for the last fortnight having been much drier than for some weeks previously.

The Chinese occupy a position within a few hundred yards of the French lines outside Keelung.

CRICKET AT AMOY.

A match between the above took place on New Year's day on the Recreation Ground, resulting in a decided victory for Amoy, by 1 innings and 19 runs.

The bowling and fielding of Amoy were very good, especially so the fielding of Harding; the bowling of the *Champion* was not equal to that of the Amoy, but their fielding was certainly better.

Appendix to the scores:—

1st Innings.

2nd Innings.

3rd Innings.

4th Innings.

5th Innings.

6th Innings.

7th Innings.

8th Innings.

9th Innings.

10th Innings.

11th Innings.

12th Innings.

13th Innings.

14th Innings.

15th Innings.

16th Innings.

TRIAL OF AN OSCILLATING PROPELLER.

A very successful trial has been made of an oscillating propeller invented and patented by Mr Robert Wilcox, engineer, of Melbourne. The experiment was conducted on the cutting leading from the Yarra into the West Melbourne wharves, and a number of professional gentlemen were present to witness it. The boat used for the occasion was 13 feet long, and drew as many inches of water but these dimensions were out of the proportion to the miniature engine of 3-horse power which was employed to propel it; and, considering this circumstance with the fact that only two 6-inch blades were called into action, the trial, as one of speed was scarcely complete. As it was, the boat was sent along over a distance of 700 feet in 3 minutes 10 seconds, in which time there were counted 120 strokes of the blades per minute. At a previous trial with the ordinary screw propeller, under the same conditions, it took 4 minutes 50 seconds to drive the boat the same distance. Mr Wilcox's invention may be thus briefly described. It consists of a hollow vertical trunk, which goes through the bottom of the vessel, differing in this respect from the screw, whose shaft works horizontally in the stern, and underneath the vessel, are blades at right angles to one another, and issuing from the base. The number of these blades will of course determine the speed of travelling; and whereas in the case of the screw more than one propeller cannot possibly be used, the invention under notice admits of the employment of a practically unlimited number of blades. Always submerged they are never without a firm hold of the water, and therefore never liable to injury from exposure over the surface. On the inner end of the shaft is a crank disk, with which the bottoms of the feathering rods are connected, the upper end of which communicates with rollers running over sliding paths. The sliding paths shift in and out, and by this means the blades are made to feather, and as the shaft is a crank disk, which is at the end of each stroke, the amount of strain upon it is almost inappreciable. The same remark applies also to the shaft which the engine oscillates, which is made to depend from two friction rollers. Mr Wilcox claims for his invention that its adoption as a vessel may be of great advantage as a vessel may be built of shallow draft as possible, while, at the same time, the machinery being located at the bottom of the vessel, gives her greater stability. It should also be mentioned that in the case of a steamer as fitted the oiler on the shaft may be removed, and the course at will, the reversing gear being altogether independent of the other machinery.—Age.

COLONEL MOSBY ON HOSPITAL DUES.

The following is a copy of a letter which will in a measure explain the matter. It is dated at the United States Consulate, Hong Kong, Oct. 6, 1884, and is addressed to Mr. John Davis, Assistant Secretary of State, Washington.

Referring to my No. 319, I beg to submit some additional reasons and legal authorities in opposition to the right claimed to collect hospital dues up to June 30th last from vessels arriving in the United States after that time. I have not allowed masters to charge seamen with this tax when paying them off at this consulate since August 1st, when I received your copy of the shipping bill of June 26th last, although I have been informed that a different construction has been put upon it by collectors. I admit that it is a hardship not to permit masters to charge the tax to their bills, or to pay it when they are paid when their vessels get home, but my answer has been that because an unlawful exaction may be made from them in American ports is no reason for my allowing it from seamen in foreign ports. I do not propose to set off one wrong with compensation for another. Besides, the master who may be compelled to pay the money may have his redress, but to the sailor it would be an irreparable wrong. In construing the Act the policy that dictated it must be kept in view, which, as stated in the title, was, "to remove certain burdens from the American merchant marine." There is nothing unusual or unreasonable in the construction that relieves a vessel arriving after June 30th last from the payment of a tax she would have had to pay had she arrived on that day. A vessel arriving in the United States on June 30th had to pay a tonnage tax of thirty cents, whereas if she had got in on the next day it would have been only six cents. The same thing has frequently happened in changes of the tariff laws: goods have been subject to the duty fees that were subject to a high duty the day before. Again, many American vessels stay away a long time—there is one now in port at Hong Kong that has been twelve years on the China coast—so that collectors of customs and consuls will be engaged probably on the day of the ship's arrival in collecting hospital dues, if the practice is to continue of making vessels pay what would have been due had they arrived at home on June 30th last, or at that time had been sold and transferred abroad. Hospital dues would then be like the Great East—being that could be extinguished. (The Consul then quotes legal authorities in support of his position.) And so, I say, that the fact of the arrival of a vessel from a foreign voyage before July 1st last creates no liability for hospital dues, if any demand for such dues has been predicted on the fact of such arrival. A ship arriving after June 30, was no more chargeable for hospital dues under the old law than for tonnage dues. There is no distinction in principle between the right to collect hospital dues on a vessel due or to the time when they arrived. The first were greatly reduced after June 30—the latter entirely abolished. One tax was no more a debt than the other before the vessel arrived. The collector assessed one tax on the basis of the vessel's registered tonnage—the other on the number of seamen employed since the last entered a United States port. As I have no proviso excepting the case of a vessel that arrived at that time, I cannot see how it could be argued that the tax on hospital dues should be paid on a vessel that arrived after June 30th. If the contingency on which the tax became payable never arose during the existence of the law, it never could arise after it ceased to exist. The error consists in treating the more contingent liability of a master while on a foreign voyage to pay a tax on his return as being a debt attaching to the vessel. While my interpretation of the law relieves shipping from a burden unlawfully imposed, it deprives the Government of nothing to which it was ever entitled. In the opinion of Chief Justice Marshall cited in the *Ex parte*, "there is a difference between relinquishing a right which was complete when the law under which it accrued ceased to operate, and one depending on a fact afterwards to happen." No one contends that the owner or master of a vessel owed the Government anything for tonnage dues before she entered a United States port. A vessel might sail around the world for over a year and never pay one cent of hospital dues. Now, if the hospital dues she would have to pay for all seamen employed during the absence from the United States constituted a debt she owed at the time, then if she sank at the sea she would survive, and the master or owner would be liable to pay it.

I have the honor to be, Sir, Your obedient servant, JOHN S. MOSBY, U. S. Consul.

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JANUARY 9.

Station.

Barometer.

Thermometer.

Wind.

Force.

Direction.

State of Sky.

Direction of Wind.

Force of Wind.

State of Sky.

Direction of Wind.

Force of Wind.

State of Sky.

Direction of Wind.

But no one contends for any such absurdity—no one maintains that any such debt would be due or that any one would be authorized to collect it. The theory of hospital dues being a debt while the vessel is away is based on the erroneous

